

The Watchman and Southron.

WEDNESDAY, SEPT. 30, 1896.

Which I wish to remark—

And I'm putting it plain—

That for keeping things dark,

And for making tricks vain,

Evans, Mixson and the dispensa-ree

Knocks spots off the beathen Chinese.

—Edgefield Chronicle.

Without Pain.

He had not been practicing dentistry very long, but he was doing his best. His business did not suffer through any lack of soothing assurances in his public announcements.

The man who had just had a tooth pulled arose from the chair, holding his jaw in both hands while tears trickled down his cheeks.

"I won't insinuate that you are a lineal descendant of Ananias or anything of that kind," he said. "But your announcement, 'teeth extracted without pain,' is, to say the least, misleading."

"I guess," was the apologetic answer, "that it must be a case of mistaken identity."

"I don't quite follow you."

"When I pull a tooth, I'm the man who doesn't suffer any pain."

Duty.

Duty is a power which rises with us in the morning and goes to rest with us at night. It is co-extensive with the action of our intelligence. It is the shadow which cleaves to us, go where we will, and which only leaves us when we leave the light of life.—Gladstone.

Mr. John Russell Young, writing in the New York Herald, expresses the belief that the Republican managers made a great mistake from a party standpoint when they made issue with the Democrats on the silver question and came out so strongly for gold. He thinks it would have been good politics for them to have played the tariff issue, and depended on that. That was Mark Hanna's idea, too, but the gold power was too much for him.

BEAUTIFUL SEVILLE.

There is Always Something Amusing, Pictorial or Dramatic to See.

The landlord at the Hotel de Paris was very patient and good humored with us, though we walked him all over his own house before we chose a room that opened upon a small, dark, well-like court, full of palms and orange trees and with a fountain. He seemed delighted when he found that we were satisfied. "You know," he told us, "I always say that strangers who come to Seville in the summer time must be mad."

Yet only in the summer time does one see the true character of the country, and more especially of Seville. The town was as hot as, if not hotter than, Cordova. All its stock amusements were off for the time. There were no gypsy dances, no bull fights, but nothing could have been gayer and more animated than the mere aspect of the place. Its narrow alleyways, where the flower laden balconies almost met above our heads, were lined with houses, shining white or pale rose or green or gold in the sunlight. The market places were at all hours crowded with clattering and laughing peasants, while the air, perhaps, was cooled by a fountain playing in the center. The shops opened, easternlike, without windows, upon the streets, their wares tumbling out almost at one's feet.

Hardly a green square but had a gaudy little booth at each corner, where old men or women sold fresh water and sweet iced drinks. No matter in what direction we went there was always something amusing, pictorial or dramatic. Now it was a wonderful church or convent or hospital, with fine flamboyant doorway and romantic associations, or again it was a garden of palms, a high mirador, aflame with roses; a dark interior, with oxen in the far shadows; a long arcade, making a frame for the Moorish wall of the cathedral mosque, and always it was a long train of mules in gorgeous trappings, coming and going or resting in a narrow street and under the shade of a high wall, with, as like as not, a row of potted flowers on its top.—Elizabeth R. Pennell in Century.

The Woman of It.

She had read the sign, "Do not speak to the motorman," and she said, "I wonder why not?" Then in winsome voice she inquired of that functionary, "Why mustn't one talk to the motorman?" He told her it was against the rules. "But why is it against the rules?" "Because it is." "Then you don't like to be talked to?" "Oh, yes, but—Thunder, I came within an ace of running down that old gent!" "But I should think it would be nice to have somebody to speak to instead of talking to nobody all day long." "Lady, you are going to stop talking, or there's going to be a smash up on this line, and a big one, see?" "The hateful thing! And I did so want to be sociablelike. He's married, I'll bet. He's just like Henry when he's got the paper under his nose."—Boston Transcript.

Wealth of Nations.

The total wealth of Great Britain, with all her possessions, is estimated by an American authority to be \$40,000,000,000. France comes next with \$37,500,000,000. The wealth of the six largest nations in the world aggregates \$185,000,000,000.

Free Pills.

Send your address to H. E. Bucklen & Co. Chicago, and get a free sample box of Dr. King's New Life Pills. A trial will convince you of their merits. These pills are easy in action and are particularly effective in the cure of Constipation and Sick Headache. For Malaria and Liver troubles they have been proved invaluable. They are guaranteed to be perfectly free from every deleterious substance and to be purely vegetable. They do not weaken by their action, but by giving tone to the stomach and bowels greatly invigorate the system. Regular size 25c. per box. Sold by J. F. W. DeLorm Druggist 4

A choice selection of high grade five and ten cent cigars for sale by H. G. Osteen & Co. Ball players supplied at catalogue prices by I. G. Osteen & Co. Buy from them and save money.

Mrs. Anna Gage, wife of Ex-Deputy U. S. Marshal,

Columbus, Kan., says:



"I was delivered of TWINS in less than 30 minutes and with scarcely any pain after using only two bottles of

"MOTHERS' FRIEND"

DID NOT SUFFER AFTERWARD.

Sent by Express or mail, on receipt of price, \$1.00 per bottle. Book "TO MOTHERS" mailed free. BRADFIELD REGULATOR CO., ATLANTA, GA. SOLD BY ALL DRUGGISTS.

The added pleasure of riding a



is worth every dollar of the.. \$100 a Columbia costs Standard of the World.

The Columbia Catalogue—artistic, beautiful—free if you call.

Hartfords, \$60, \$50, \$40.

SECOND HAND.

Columbias, \$85 to \$40.
Hartfords, \$45 to \$25.
Ramblers, \$60 to \$40.

D. Jas. Winn.

Agent, Sumter, S. C.

Sep 21

Atlantic Coast Line.
North-Eastern R. R. of S. C.CONDENSED SCHEDULE.
TRAINS GOING SOUTH.

Dated June 2, 1896.	No. 35	No. 23	No. 53
	A. M.	P. M.	
Le. Florence	3 24	7 15	
" Kingstree		8 52	
Ar. Lanes	4 33	9 12	P. M.
Le. Lanes	4 33	9 12	7 15
Ar. Charl'ton	6 25	11 13	8 50

TRAINS GOING NORTH.

	No. 78	No. 32	No. 52
	A. M.	P. M.	A. M.
Le. Charl'ton	4 55	4 00	7 00
Ar. Lanes	7 00	5 52	8 31
Le. Lanes	7 00	5 52	
" Kingstree	7 20		
Ar. Florence	8 20	7 20	

*Daily. †Daily except Sunday.
No. 52 runs through to Columbia via Central R. R. of S. C.

Trains Nos. 78 and 32 run via Wilson and Fayetteville—Short Line—and make close connection for all points North.
J. R. KENLY, JNO. F. DIVINE,
Gen'l Manager, Gen'l Supt.
T. M. EMERSON, Traffic Manager.

Wilson and Summerton R. R.

In effect January 15th, 1896.

TRAINS GOING NORTH.

	No. 72*
	A. M.
Leave Wilson Mill,	9 10 a m
" Jordan,	9 35 a m
" Davis,	9 45 a m
" Summerton,	10 10 a m
" Millard,	10 45 a m
" Silver,	11 10 a m
" Packsville,	11 30 a m
" Tindal,	11 55 p m
" W. & S. June,	12 27 p m
Ar. Sumter,	12 30 p m

TRAINS GOING SOUTH.

	No. 73*
	A. M.
Leave Sumter,	2 30 p m
" W. & S. June,	2 33 p m
" Tindal,	2 50 p m
" Packsville,	2 10 p m
" Silver,	3 35 p m
" Millard,	3 45 p m
" Summerton,	4 40 p m
" Davis,	5 20 p m
" Jordan,	5 50 p m
Ar. Wilson Mill,	6 30 p m

Trains between Millard and St. Paul leave Millard 10 15 a m and 3 45 p m., arriving St. Paul 10 25 a m and 3 55 p m. Returning leave St. Paul 10 35 a m and 4 10 p m., and arrive Millard 10 45 a m and 4 20 p m. Daily except Sunday.

*Daily except Sunday.
THOMAS WILSON,
President.

Atlantic Coast Line.

PASSENGER DEPARTMENT
WILMINGTON, N. C., Jan 6, 1896.

Fast Line
BETWEEN
Charleston and Columbia and Upper
South Carolina,
NORTH CAROLINA

AND
ATHENS AND ATLANTA
CONDENSED SCHEDULE.

WEST.	Effect January 6th, 1896.	EAST.
Daily	STATIONS.	Daily
Train No 52.		Train No 53.
7 00 a m	Lv Charleston	Ar 8 52 p m
8 35 a m	Ar Lanes	Ar 7 15 p m
9 48 a m	Ar Sumter	Ar 5 58 p m
11 05 a m	Ar Columbia	Ar 4 40 p m
12 17 p m	Ar Prosperity	Ar 3 16 p m
12 30 p m	Ar Newberry	Ar 3 02 p m
1 25 p m	Ar Clinton	Ar 2 25 p m
2 34 p m	Ar Greenwood	Ar 1 24 p m
3 00 p m	Ar Abbeville	Ar 12 50 p m
5 10 p m	Ar Athens	Ar 10 41 a m
7 45 p m	Ar Atlanta	Ar 8 15 a m
6 05 p m	Ar Winnsboro	Ar 10 56 a m
8 20 p m	Ar Charlotte	Ar 8 50 a m
3 45 p m	Ar Anderson	Ar 11 00 a m
4 21 p m	Ar Greenville	Ar 10 36 a m
2 40 p m	Ar Spartanburg	Ar 11 45 a m
5 36 p m	Ar Hendersonville	Ar 9 16 a m
6 45 p m	Ar Asheville	Ar 8 20 a m

Nos. 52 and 53 Solid trains between Charleston and Columbia, S. C., and carry through coach between Charleston and Atlanta.
Ass't Gen'l, Passenger Agent
J. R. KENLY, T. M. EMERSON,
Gen'l Manager Traffic Manager

"THE CHARLESTON LINE."

South Carolina and Georgia Railroad.
PASSENGER DEPARTMENT.
Corrected to April 19th, 1896

	(Daily.)	
Ar Charleston	7 10 a m	5 30 p m
Ar Summerville	7 46 a m	5 10 p m
" Pagnall	8 18 a m	6 50 p m
" Georges	8 30 a m	7 04 p m
" Branchville	9 00 a m	7 50 p m
" Rowesville	9 15 a m	8 07 p m
" Orangeburg	9 28 a m	8 24 p m
" St. Matthews	9 48 a m	8 48 p m
" Fort Motte	10 00 a m	9 03 p m
" Kingville	10 10 a m	9 20 p m
" Columbia	10 55 a m	10 10 p m
Ar Columbia	7 00 a m	4 00 p m
Ar Kingville	7 40 a m	4 44 p m
" Fort Motte	7 51 a m	4 55 p m
" St. Matthews	8 02 a m	5 09 p m
" Orangeburg	8 24 a m	5 27 p m
" Rowesville	8 38 a m	5 42 p m
" Branchville	8 55 a m	5 55 p m
" Georges	9 35 a m	6 37 p m
" Pagnall	9 48 a m	6 50 p m
" Summerville	10 22 a m	7 22 p m
" Charleston	11 00 a m	8 00 p m

Ar Charleston	7 10 a m	5 30 p m
" Branchville	7 15 a m	7 50 p m
" Bamberg	9 41 a m	8 19 p m
" Denmark	9 52 a m	8 31 p m
" Blackville	10 10 a m	9 50 p m
" Williston	10 27 a m	9 10 p m
" Aiken	11 09 a m	9 57 p m
Ar Augusta	11 51 a m	10 45 p m
Ar Augusta	6 20 a m	3 20 p m
" Aiken	7 03 a m	4 07 p m
" Williston	7 49 a m	4 44 p m
" Blackville	8 08 a m	5 03 p m
" Denmark	8 20 a m	5 17 p m
" Bamberg	8 33 a m	5 29 p m
" Branchville	9 10 a m	5 55 p m
Ar Charleston	11 00 a m	8 00 p m

Fast Express, Augusta and Washington, with Through Sleepers to New York.

Ar Augusta	2 25 p m
Ar Aiken	2 05 p m
Ar Denmark	4 12 p m
Ar Denmark	6 25 a m
" Aiken	7 28 a m
Ar Augusta	8 10 a m

Daily except Sunday.

Ar Camden	8 45 a m	3 25 p m
" Camden Junction	9 35 a m	3 55 p m
Ar Kingville	9 05 a m	4 35 p m
Ar Kingville	10 25 a m	6 00 a m
" Camden Junction	11 00 a m	6 40 a m
Ar Camden	11 55 a m	8 15 a m

E. S. BOWEN, L. A. EMERSON,
Gen. Manager Traffic Manager.

General offices—Charleston S. C.

Ohio River & Charleston Railway Co

SAMUEL HUNT, Agent for Purchaser.,

In effect December 1 1894.

CAROLINAS DIVISION.

NORTHBOUND.—(Daily except Sunday.)

Ar Camden	1 00 p m	2
Ar Kershaw	1 45 p m	
Ar Kershaw	2 00 p m	
Ar Lancaster	2 42 p m	
Ar Catawba Junction	3 15 p m	
Ar Rock Hill	3 34 p m	
Ar Rock Hill	3 44 p m	
Ar Yorkville	4 20 p m	11
Ar Blacksburg	5 25 p m	8 45 a m
Ar Patterson Springs		9 15 a m
Ar Shelby		9 40 a m
Ar Rutherfordton		11 40 a m
Ar Marion		1 15 p m

SOUTHBOUND.—(Daily except Sunday.)

Ar Marion	4 25 p m	
Ar Rutherfordton	5 50 p m	
Ar Shelby	7 03 p m	
Ar Patterson Springs	8 19 p m	
Ar Blacksburg	8 45 p m	
Ar Blacksburg	7 45 a m	
Ar Yorkville	8 58 a m	
Ar Rock Hill	9 35 a m	
Ar Rock Hill	9 45 a m	
Ar Catawba Junction	10 10 a m	
Ar Lancaster	10 50 a m	
Ar Kershaw	11 29 a m	
Ar Kershaw	11 28 a m	
Ar Camden	12 15 p m	

Dinner at Kershaw.

CONNECTIONS.

Camden—With S. C. Ry., for Charleston, Columbia, Augusta and all points South.
Lancaster—With Cheraw & Chester N. G. R. R., for Chester.
Catawba Junction—With C. C. & N. R. R. Rock Hill—With Southern Railway.
Yorkville—With Chester & Lenoir R. R.
Blacksburg—With R. & D. R. R. for Spartanburg, Greenville, Atlanta and points north, and Charlotte and points North.
Marion—With Southern Railway.

SAMUEL HUNT, Gen. Manager
A. TRIPP, Superintendent.
B. LUMPKIN, Gen. Pass. Agt.

Who can think of some simple thing to patent? Protect your ideas; they may bring you wealth. Write JOHN WEDDERBURN & CO., Patent Attorneys, Washington, D. C., for their \$1.80 prize offer and list of two hundred inventions wanted.

A. WHITE & SON.

Fire Insurance Agency
ESTABLISHED 1866.

Represent, among other Companies:
LIVERPOOL & LONDON & GLOBE,
NORTH BRITISH & MERCANTILE,
HOME, of New York.

UNDERWRITERS' AGENCY, N. Y.
LANCASTER INSURANCE CO.
Capital represented \$75,000,000.

Feb. 28

Le Panto, the best five cent cigar on the market, for sale by H. G. Osteen & Co.

To You

Who Use

PENS, INK,
Paper, Blank Books.

At H. G. OSTEEN & CO'S

You can get everything that you want at the lowest prices. We are so situated that we can afford to make prices closer than any one else.

All Goods are new and of the best quality. No shop-worn goods.

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SUMTER, S. C.

To You

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By a special arrangement we are selling all books used in the Public School and other schools of this city at prices quoted in the wholesale list.

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H. G. OSTEN & CO.,

LIBERTY STREET,
SUMTER, S. C.

Atlantic Coast Line.

Manchester & Augusta Railroad

CONDENSED SCHEDULE.

In effect June 2, 1896.

TRAINS GOING SOUTH.

	No. 51.	No. 57
	A. M.	A. M.
Ar Darlington		7 59
Ar Sumter		8 45
Ar Sumter	4 23	
Ar Creston	5 32	
Ar Pagnalls		5 47
Ar Orangeburg		6 20
Ar Denmark		

TRAINS GOING NORTH.

	No. 56	No. 50
	P. M.	P. M.
Ar Denmark		4 17
Ar Orangeburg		4 51
Ar Pagnalls		
Ar Creston		5 16
Ar Sumter		6 45
Ar Sumter	6 30	
Ar Elliott	7 13	
Ar Darlington	8 00	

*Daily.
†Daily except Sunday.

Trains 50 and 51 carry through Pullman Palace Buffet Sleeping Cars between New York and Atlanta via Augusta.
T. M. EMERSON, H. M. EMERSON,
Traffic Manager Ass't Gen. Pass. Agt
J. R. KENLY, Gen'l Manager.

ATLANTA, MACON AND ALL POINTS WEST.

VIA AUGUSTA, GA., and GEORGIA R. R.

Leave Sumter,	4 33 a m
Leave Augusta,	7 15 a m
Arrive Atlanta,	12 15 p m
Arrive Macon,	11 00 a m

Connections for all points in Union Depot